

ne Room " " Long Bridge Deck 10.6 ✓

S.S. "KURMARK", No. 64757 in R.B.

Rule Dimensions: 402.75 x 53 x 30.00 to upper dk
37.83 to bridge dk

Scantling Numerals: 83 and 33428

Proportions: Length = 13.4 depths to upper dk
10.6 depths to bridge dk

This ex-German Steamer was built by Messrs. Rickmers A.G. in 1912 and classed with the Germanischer Lloyd.

She has now become the property of the India Office, and is under survey at Antwerp with a view to classification with this Society.

A plan of midship section and rudder, together with a First Entry Report, are forwarded by the Antwerp Surveyors.

The vessel is of the poop, bridge and forecastle type with two decks, the height of the main 'tweendecks being 11 feet.

The scantlings and arrangements indicated on the plans and First Entry Report have been carefully examined and compared with the Rule requirements, and it is found that the framing, double bottom, beams and shell plating are equivalent to the Rules.

The topside materials are somewhat deficient.

IT IS SUBMITTED the Surveyors be informed that it is noted that sketches of profile and panting arrangements will be forwarded as soon as they are prepared.

The Surveyors should be requested to examine very carefully the strengthening in the double bottom in way of the widely spaced tubular pillars, as it would appear from the midship section that these are stepped directly on the top of flanged floor plates, and that no additional strengthening is fitted.

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In view also of the distance between the quarter girders and the hatch side coamings, namely 2 ft. 6 ins., the vessel should be carefully examined at this part in order that it may be seen if any permanent deflection has occurred in way of the side coamings.

On receipt of a report from the Surveyors regarding the above points, the case will be further considered, and any additional strengthening which may be required will be indicated.

The Surveyors should also state the connections at the tank margin, whether the angles outside the margin plate are double or single, and whether gusset plates or a continuous connecting plate are fitted.

In view of the method of scarphing the framing in the deep 'tweendecks in way of the bridge, it will be necessary for additional web frames to be introduced at this part.

On account of the deficiency in the topside materials, the sheerstrake or strake below should be doubled from within the bridge to about half length amidships; the exact extent of the doubling will be indicated on the profile plan when received.

With regard to the Surveyor's telegram respecting the hatch covers, it is noted that these will require extensive renewals. The hatch covers should be 3" in thickness where the webs are spaced 6 ft. apart, and 3½" in thickness where the webs are spaced above 6 ft. apart.

The Surveyors should be further advised that the requirements of Section 48 of the Rules for vessels not built under survey must be complied with, and that in view of the age of the ship the full requirements of the Special Survey No. 3 should be carried out.

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34
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45
4